

**Department of Transportation Services (DTS)
Transportation Mobility Division Title VI Program
Service Equity Analysis Report
Route 651 Kaneohe Circulator**

Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. DTS' 2019 Public Transit Title VI Program identifies the policies and procedures used to determine whether service change proposals are considered "major" and to evaluate the impact of major service changes on minority (TVI) and low income (EJ) populations.

TheBus Route 651 service change proposes to eliminate the Crown Terrace subdivision and Windward Community College segments. Both segments are serviced by other bus routes; Route 65 for Crown Terrace and Route 61 for Windward Community College.

Based on the "Eliminating Route Segments" criteria, the proposed change to Route 651 is considered a "major" service change requiring a Service Equity Analysis.

Major Service Change Criteria

"Eliminating route segments when the affected ridership of the eliminated segment exceeds 10% of the route's total ridership."

Annual ridership FY 2020:

Route 651:	79,462
Eliminated segment:	28,877
Affected ridership:	36%

Background

Kaneohe Circulator Route 651 was established in 2019 when the Windward bus routes were restructured and "off the main route" service removed from trunk routes that connected Windward districts with each other (Kaneohe, Kailua, Waimanalo) and with urban Honolulu.

Route 651 operates between two anchor points, Windward Mall on the west end and Windward City Shopping Center on the east end; providing service to several residential communities along the route (Crown Terrace, Puohala Village, Castle High School neighborhood, Pohai Nani neighborhood) and to Windward Community College.

Weekday service for this routing operates from 4:15 am to 9:45 pm and requires two buses to provide headways averaging 30 minutes. To address the economic impacts of the pandemic on TheBus system and overlapping bus service, operating weekday service with one bus is being proposed as a cost-saving measure.

Proposed Changes

- Eliminate the Crown Terrace segment and service to Windward Community College.
 - Removes bus service on Alaloa Street between Kahuhipa Street and Haiku Road.
 - Route 65 services the Crown Terrace segment.
 - Route 61 provides service to Windward Community College.

Public Outreach Activities

Public outreach and participation are important components when planning service changes. Riders/public are encouraged to provide comments and suggestions via email, phone call, voicemail, and the website portal. Point of contact information is provided on all notifications to provide the public with various options to voice their comments. To elicit feedback on the proposed changes, the following outreach methods are utilized.

- Notification email and copies of Rider Notices to Honolulu City Council Members whose districts are affected by the proposals and the Transportation Committee Chair.
- Notification email and copies of Rider Notices to the Neighborhood Boards affected by the proposals. (Presentation to be made upon request)
- Onboard interaction with riders on the proposed changes.
- Media Notifications by DTS Public Information Specialist. (i.e. Press Release, Twitter, Instagram).
- Rider Notices posted at affected bus stops along affected routes.
- Onboard notification and distribution of Rider Notices by bus operators of affected routes.
- Distribution of Rider Notices to selected developments, businesses, facilities, residents, etc. affected by the proposals.
- Notifications on TheBus.org website and linked to the DTS website.
- Notification email and copies of Rider Notices are provided to the Department of Human Services/Division of Vocational Rehabilitation/Hoopono Services for the Blind for distribution and are in a format on the website to use low sight features.
- Informational material on the website are available in a format to use the translation feature. Translation of notices into a required language(s) will be provided on request, unless the service area's neighborhood board/bus drivers indicate that translated notices are needed for the limited English population.

Title VI Policies and Definitions

Major Service Change Policy: All “major” service changes require a Service Equity Analysis for Title VI purposes during the planning process and prior to implementation.

Disparate Impact Policy: DTS determines the occurrence of a disparate impact when adverse effects of a major service change disproportionately affect minority populations by more than 10% based on the difference between the proportion of the total minority and non-minority populations in the total service area and the proportion of the affected

minority and non-minority populations within the affected service area, a ½ mile radius of the route.

Disproportionate Burden Policy: DTS determines the occurrence of a disproportionate burden when adverse effects of a major service change disproportionately affect low income populations by more than 10% based on the difference between the proportion of the total low income and non-low income populations in the total service area and the proportion of the affected low income and non-low income populations within the affected service area, a ½ mile radius of the route.

Analysis Framework

Methodology: Population data using Census block groups were used to determine:

- Minority/non-minority and low income/non-low income proportion of the total service area population in the Census block groups served by Route 1L.
- Minority/non-minority and low income/non-low income proportion of the affected service area population located within a ½ mile radius of Route 1L.

The differences between the minority proportions and low income proportions were calculated to determine disparate impact on minority populations and disproportionate burden on low income populations. Differences exceeding 10% indicate that the major service change affected minority populations disparately and low income populations disproportionately.

Data Tables:

Table 1: Census Block Group Minority Populations – Existing Route 651

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
651	55,041	44,831	81.5%	14,500	12,411	85.6%	4.1%	No

Table 2: Census Block Group Low Income Populations – Existing Route 651

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
651	55,041	3,608	6.6%	14,500	934	6.4%	0.2%	No

Table 3: Census Block Group Minority Populations – Proposed Route 651

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
651	45,656	38,062	83.4%	10,940	9,360	85.6%	2.2%	No

Table 4: Census Block Group Low Income Populations–Proposed Route 651

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
651	45,656	2,956	6.5%	10,940	731	6.7%	0.2%	No

Assessing Impacts

Disparate Impact: The minority Census block group populations for total service and affected service areas of the existing Route 651 is shown in Table 1 above and Table 3 shows the minority Census block group populations for total service and affected service areas of the proposed Route 651. The effects of the service changes do not exceed the disparate impact policy threshold of 10%.

Existing Route 651: The minority population in the affected service area is 4.1% more than the minority population in the total service area.

Proposed Route 651: The minority population in the affected service area is 2.2% more than the minority population in the total service area.

Disproportionate Burden: The low income Census block group populations for total service and affected service areas of the existing Route 651 is shown in Table 2 above and Table 4 shows the low income Census block group populations for total service and affected service areas of the proposed Route 651. The effects of the service changes do not exceed the disproportionate burden policy threshold of 10%.

Existing Route 651: The low income population in the affected service area is 0.2% less than the low income population in the total service area.

Proposed Route 651: The low income population in the affected service area is 0.2% more than the low income population in the total service area.

Service Equity Analysis

Based on the thresholds established in the Major Service & Fare Change Policy and Disparate Impact & Disproportionate Burden Policies, the proposed service changes do not disproportionately affect minority and low income populations, and can be implemented as proposed.

The Route 651 service change proposal will not change existing service levels; hours of operation and headway frequency will generally remain the same. Existing Route 61 provides service to Windward Community College and Route 65 services the Crown Terrace segment. Convenient transfers between Route 651 and these routes can be made at the Kawa Street bus stop hub.